

For Sale.

MacEwen, FRICKEL & Co.
No. 53, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
RACKER,
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.

CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
CORNED BEEF.

Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEER in 25 lb kegs.
Bean Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Assorted PEPPERS.
Assorted SOUPS.

Richardson & Robinson's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Cham CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUGAR SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. " "
1,000 lb. " "
1,200 lb. " "

AGATE-IRON WARE.
INSULATION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PNEUMATIC RIFLES.
REVOLVERS.

PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
STORIES.

including:
ALMONDS and RAISINS.
FRUIT PLUMS.
TESSONARD'S DESSERT FRUITS.
JORDON ALMONDS.

FINE YORK HAMS.
PIONO TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarrow BLOATERS.
Kipped HERRINGS.
Herrings a la SARDINES.

Irish BACON in tins.
COCCADINA.
VAN HOUTEN'S COCOA.
EIN'S COCOA.

SPARTAN
COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA FOLLE, pinks and quarts.
1882 GRAVES.
BREAKFAST CLARET, " "

SHERRIES & PORT—
SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 2-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOOBY'S OLD TOM.
E. J. BOOBY'S IRISH WHISKY.
BOOBY'S LIME JUICE CORDIAL.
NORRIS PRAT & Co.'s VERMOUTH.
JAMESON'S WHISKY.
MARSHALLA.
EASTERN CIDER.
CLARETUSEUR.
MARASCHINO.
CURACAO.
ANGOSTURA, BOTTLED and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SANDWICH, pinks and quarts.
GUINNESS'S STOUT, bottled by E. &
T. BAKER, pinks and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIAL SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.

BREAKFAST CONGOU at 25 cents p. lb.

MILNER'S PATENT FIREPROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Price.
Hongkong, June 14, 1884.

For Sale.

SIX EUROPEAN HOUSES, Nos. 1, 2,
3, 4, 5 and 6, ALEXANDRIA TERRACE,
Monthly Rent, \$530.
Apply to
"A. B. J."
Office of this Paper.
Hongkong, May 28, 1884.

NOW ON SALE.

A CHINESE DICTIONARY
IN TWO
CANTONESE DIALECT,
BY
DR. E. J. REIDEL.

CROWN OCTAVO, P. 1018.

HONGKONG, 1877-1883.
Part I. A-K. \$2.50
Part II. K-M. \$2.50
Part III. M-T. \$3.00
Part IV. T-Y. \$3.00

A Reduction of 10 per cent. will be
allowed to purchasers of 10 or more copies.

This Standard Work on the Chinese Lan-
guage, constructed on the basis of Kanghi's
Imperial Dictionary, contains all Chinese
characters in practical use, and while alpha-
betically arranged according to the sounds
of the whole Chinese Language, the Can-
tonese, it gives also the Mandarin pronun-
ciation of all characters explained in the
book, so that its usefulness is by no means
confined to the Cantonese Dialect, but the
work is a practically complete Thesaurus of
the whole Written Language of China, an-
cient and modern, as used all over the
Empire, whilst its introductory chapters
serve the purpose of a philological guide
to the student.

A Supplement, arranged for being bound
and used by itself, and containing a List
of the Radicals, an Index, and a List of
Surnames, will be published and sold
separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1884.

FOR SALE.

JULES MUMM & Co.
CHAMPAGNE.
Quarts \$20 per 1 doz. Case.
Pints \$21 per 2 doz. "

GIBB, LIVINGSTON & Co.
Hongkong, December 20, 1883.

NOTICES TO CONSIGNEES.

STEAMSHIP NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships
Indica and Cordova, from London, in
connection with the above Steamer, are
hereby informed that their Goods—with
the exception of Ophi, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signee before Noon To-day (Thursday),
requesting it to be landed here.

Bills of Lading will be countersigned by
the undersigned.

Goods remaining undelivered after Thurs-
day, the 17th July, at Noon, will be
subject to rent and landing charges at 1
cent. per package per day.

All Claims must be sent in to us before
the 19th July or they will not be recognised.
No Fire Insurance has been effected.

I. MARTIN,
Acting Agent.
Hongkong, July 10, 1884.

Intimations.

NOTICE is hereby given, that by the
Provisions made under Two Bills of
Sale dated respectively the 3rd day of
March, 1883, made respectively between
ABRAHAM BLEAZER ABRAHAM of the one
part, and ALEXANDER ABRAHAM of the
other part, and the said
ABRAHAM BLEAZER ABRAHAM and SOLOMON
MEYERS of the other part, who the Under-
signed have this Day entered and taken
possession of the Premises known as the
"GROVEY HOUSE," in Marine House, No.
17, Queen's Road, Hongkong, and will
transact all Business from henceforth on
our own account and in our Names.
Dated the 14th day of June, 1884.

A. A. B. DE SILVA,
S. MEYERS,
Per pro. N. S. MEYERS.

1450 Prizes. 250,000. 1450 Prizes.
THE SYDNEY JOCKEY
CLUB'S MELBOURNE CUP
CONSULTATION—1884.

MEMBERS £1 EACH.
To be run on the Melbourne Race Course,
Melbourne, in November, 1884.

Distribution as follows:
First Prize. £250,000. 100 each. £2,500 each.
Second Prize. £100,000. 100 each. £1,000 each.
Third Prize. £50,000. 100 each. £500 each.
Fourth Prize. £25,000. 100 each. £250 each.
Fifth Prize. £12,500. 100 each. £125 each.
Sixth Prize. £6,250. 100 each. £62.50 each.
Seventh Prize. £3,125. 100 each. £31.25 each.
Eighth Prize. £1,562. 100 each. £15.62 each.
Ninth Prize. £781. 100 each. £7.81 each.
Tenth Prize. £390. 100 each. £3.90 each.
Total. £250,000.

THE SYDNEY JOCKEY CLUB.
Beg to inform the Sporting Public of China
that they have made arrangements for
holding a £50,000 CONSULTATION on the
forthcoming MELBOURNE CUP of 1884, when
about 1,450 Prizes will be awarded to the
Fortunate Holders of the winning Numbers.
The Highest Prize being £25,000; and the
Lowest £10. Loss 10 per cent. for ex-
penses. Winning Numbers can be forward-
ed by any Bank, either in Sydney (N. S. Wales),
or Melbourne (Victoria). Drawing will
take place under the Committee of Manage-
ment, about four clear days before the Day
of Race. Result Slips are forwarded to all
Subscribers. Any Subscriber can be pre-
sent at the drawing either in person or
by proxy, on making application to the
Secretary in writing. Ad 1 for Reply
and Result. Drafts or P. O. Orders to be
made payable to JAMES WALLACE, Secretary,
S. J. T. C., 203, Oxford Street, Sydney,
Australia.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

LAQUEBOT POSTE FRANÇAISE.

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To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)
The Co's Steamship
Nestor,
Capt. Nisu, will be
despatched as above TO-
MORROW, the 17th July.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 16, 1884.

FOR MANILA VIA AMOY.
The Spanish Steamer
Emmy,
Capt. Asuton, will be
despatched for the above
Ports on SATURDAY, the 19th Instant, at
5 p.m.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, July 16, 1884.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY & POOCHOW.
The Co's Steamship
Douglas,
Capt. S. Asuton, will be
despatched for the above
Ports on SUNDAY, the 20th Instant, at
9 a.m.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, July 16, 1884.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG, AND
SOERABAYA, VIA SAIGON
AND SINGAPORE.
The Co's Steamship
Governor-General
Jacob,
Capt. Besseler, will be
despatched for the above Ports on or about
the 24th Instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, July 16, 1884.

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COMPAGNIE DES MESSAGERIES
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LAQUEBOT POSTE FRANÇAISE.

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LAQUEBOT POSTE FRANÇAISE.

NOTICE.

To-day's Advertisements.

ON ROUTING ROAD, on the 15th July,
a Small Bunch of KEYS. A RE-
WARD will be given to whoever brings
them to
Capt. STIRLING, R.A.,
Rocklands, Robinson Road.
Hongkong, July 16, 1884.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S. S. *Peronia*, Captain P. PAUL-
SEN, having arrived from the above
Ports, Consignees of Cargo are hereby
informed that their Goods are being landed
and stored at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be
obtained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
Noon To-morrow, the 17th Instant.

Cargo remaining undelivered after the
21st Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
Hongkong, July 16, 1884.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ANNA SIEMSEN, German barque, Captain
Paulsen—Wieder & Co.

ANNE W. WESTON, American barque,
Capt. H. O. Weston—Bun Hin Chan.

C. T. HOOG, British steamer, Captain W.
Jarvis—T. Howard & Co.

EL CAPTAIN, American ship, Capt. J. E.
Swallow—Captain.

F. C. SIEMSEN, German barque, Capt.
Holm—Wieder & Co.

GOVERNOR GOODWIN, American ship, Capt.
H. A. Norton—Captain.

GOVERNOR TULLY, British ship, Capt. J.
G. Dickson—Captain.

GREAT ADMIRAL, American ship, Capt.
James F. Rowell—Master.

GUY C. GOSS, American barque, Capt. J.
Freeman—Captain.

JANE MARIA, British barque, Capt. J. O.
Griffiths—Wieder & Co.

LEONORA, American ship, Captain J. F.
Petersen—P. & O. S. N. Co.

MACDONALD, British ship, Captain J. F.
Hind—P. & O. S. N. Co.

MATILDA, American ship, Captain J. G.
Merryman—Jardine, Matheson & Co.

SOBILIER, German barque, Captain C.
Steinbocker—Melchers & Co.

VICTORIA, British steamer, Captain J. B.
Shield—Thos. Howard & Co.

WEST AUSTRALIAN, British barque, Capt.
James Thomas—Grimm & Co.

WILLOW, American barque, Captain
Chas. A. Sawyer—Melchers & Co.

WILHELM HOFMEYER, German barque, Capt.
W. Hofmeier—Siemsen & Co.

WM. PAULSEN, Amer. barque, Capt. John
H. Foster—Jardine, Matheson & Co.

SHIPPING.

ARRIVALS.

July 16, 1884.

Kowloon, Spanish steamer, 240, G.
Calbo, Manila July 7, Ballast—REMEDIOS
& Co.

July 16.

Fookang, British steamer, from Canton.

Peronia, German steamer, 1,117, P.
Paulsen, Hamburg July 1, and Singapore
10, General—Siemsen & Co.

Nautilus, German gunboat, from Canton.

DEPARTURES.

July 16.

Thales, for Amoy, &c.

Greyhound, for Hoihow.

H.E.M.S. *Durand*, for Canton.

Arcturion, for Hoihow.

H.I.C.M.S. *Wei Sing*, for Shanghai.

H.I.C.M.S. *Kwang Chi*, for Shanghai.

CARGOES.

Per S. S. *Oceanic*, sailed on July 2nd—
For Yokohama, 4,252 bags Sugar, and 69
bags Sundries. For San Francisco, 10,047
bags Rice, 122 bags Coffee, 87 cases Silk
Piece Goods, 5 cases Crude Oil, 1,101
bales Gunny bags, 187 packages Tea, 3,084
pkgs. Sundries and 100 boxes Oil. For
Victoria, B.C., 3 cases Crude Oil, 125
pkgs. Merchandise. For San Jose de Gua-
temala, 9 cases Silk. For Honolulu, 12
pkgs. Sundries. For Panama, 8 cases Silk
and 125 pkgs. Sundries. For Callao, 8 cases
Silk and 2 pkgs. Sundries. For Toronto,
1,021 pkgs. Tea. For Montreal, 39 pkgs.
Tea. For New York, 7 bales Raw Silk, 4
pkgs. Tea and 33 cases Silk Piece Goods.

Per S. S. *Arctic*, sailed on the 12th July—
For Yokohama, 138 pkgs. Merchandise.
For San Francisco, 20,588 bags Rice, 49
bags Black Pepper, 8

For the occupation of Hankow or Formosa, for instance, a considerable force would have to be employed. This would mean that the too strong garrison at present in Tonquin would have to be largely drawn upon for men—that the limited force in Tonquin would be weakened, at a time when enormous Chinese armies would be gathered on the borders ready to pour down into that country. Obviously the French will have to keep the existing force in Tonquin for the defence of that country, but, reinforced from home, it might be advanced across the borders in a few months, when the inundations have subsided. Yet the telegraphic advice received implies that the French will take a material guarantee in a few days unless China agrees to pay the indemnity. Any movement made so soon must be purely a ruse, one, in which a small landing force only is required. Perhaps the French may knock a fort or two to pieces, but such a performance is not likely to bring the Chinese Government to terms. It will be a couple of months before any large reinforcements can arrive from France, presuming that they have been ordered to sail, and it is a question if the prevalence of cholera at the ports at which they embark will not cause the French Government to hesitate about sending out troops, who may be infected with the disease, to swell the ranks of their comrades in the Far East. Of course, the assembling of the French fleet in the north is no indication of the spot where this 'material guarantee' will be seized, excepting perhaps negatively. No doubt the fleet is gathered in the north merely as a display of force near the spot where the French representatives are gathered, and where negotiations would take place. The plan of the French operations, assuming there are to be some, is no doubt a secret, and is not likely to be betrayed by any disposition of the fleet before the proper time arrives.

TELEGRAMS.

RUE IN PARIS.

LONDON, 15th July.

A number of young men and boys surrounded a Hotel in Paris over which a German flag was flying. They hauled down the flag and tore it in pieces.

LOCAL AND GENERAL.

PASSAGE CANAL.—Lectures and Glacis Castle, June 20; Achilles, June 20.

The S. S. *Tanaka* left Sydney for this port on the 14th July.
The S. S. *Peron* left Singapore for this port on the 10th inst.
The S. S. *Pandora* left Singapore on the 13th inst.
The S. S. *Guthrie* left Singapore for this port on the 16th inst.

DOCK MOVEMENTS.—
The *Timor* went to Aberdeen Dock to-day.
The *Savon* went to Cosmopolitan Dock to-day.
The *El Capitan* left Cosmopolitan Dock to-day.

We are informed by Messrs Gibb, Livingston & Co. that the E. A. S. S. Co's steamer *Guthrie* sailed from Singapore on the 10th inst., and is expected here on the 21st inst.

The second match between the Gentlemen of England and the Australians was commenced at the Oval on Thursday, the 26th June, and concluded on Saturday, the 28th, resulting in a victory for the Australians, after an exciting match, by more than twenty runs.

The cross-actions between the steamers *Mitama* and *Lennox*, recently in collision in the Formosa Channel, will come on for hearing at 10.30 to-morrow morning, before Sir G. Phillips, Chief Justice, and Captain Thomsett, Harbour Master, as assessors. The damages on one side are laid at \$20,000.

The following telegram is evidently a canard. It is taken from the *Ceylon Observer*—*Haiphong*, June 27.—The Town of Haiphong has been under an attack by the Chinese troops for the last two days, the French loss being ten killed and thirty-three wounded. Ten thousand Chinese troops are concentrated in the vicinity of Haiphong.

Dava Carmon, who will be favourably remembered here, says the *Strait Times*, lately retired to Daveling broken in spirits and health, and died of paralysis on the 18th of June. He had just made arrangements for visiting Singapore and Hongkong with a troupe, where he hoped to regain his pocket, which had been sadly drained by late failures in Calcutta with the Corinthian Theatre, when he was stricken with paralysis and joined the great majority.

This afternoon, a celestial wrongdoer who preferred liberty to confinement, escaped from the clutches of a Sikh policeman by cutting off his caudal encumbrance, the greater part of which he left as a legacy to the surprised and chagrined Sikh. When the queeless Chinaman got away, the complainant, also a Chinaman, started in pursuit, leaving the Sikh entirely unacquainted with either the offence, or who complainant was, or where he came from.

SOMETHING between 9 a.m. and 5.15 p.m. yesterday, property to the value of \$143 was stolen from the top floor of house No. 3, Queen's Road East, occupied by Mr. F. Harley, an assistant in Messrs. More and Seimund's shipchandler establishment. That gentleman's practice is to leave his house every morning about nine o'clock and to return in the evening. Yesterday he left as usual, securing the house before he did so. When he returned, he found his room had been broken

into, a box broken open, and the following articles missing:—a drawing case and its contents, pins and studs, an American clock, a pocket book and two table cloths, altogether of the value of \$145. The Police were informed, and a servant who was left in charge of the house by Mr. Harley was arrested and charged with being concerned in the robbery. The servant announced the theft to his master when he returned home, but his behaviour when questioned by Sergeant Butler, who is investigating the case, was rather suspicious. He first said he had been at the wash-room from 10.30 a.m. until 3.30 p.m., and then that he had been at his brother's house in Wanchai all day. When taken to the barber's shop, the barber said he knew the servant as his friend, not his brother, and that the servant had not been there that day. The case came on at Police Court to-day, but was remanded for a week.

As we have already announced, the Egyptians (men, women and children) who arrived here recently, are to be got rid of as speedily as possible, and a sum of money has been subscribed to be given to them on their departure. This is the first Egyptian difficulty, we have experienced in Hongkong, and the sooner it is satisfactorily disposed of the better. They must, we suppose, be sent to the place whence they came, as we cannot send such comparatively useless individuals to any of the colonies; if we did they would be likely to be promptly returned, without thanks. They have been interviewed with the object of discovering something of their history, and the reason of their coming to Hongkong. Probably their statements must be taken *cum grano salis*—

1. Mansur, belonging to Alexandria, 32 years old, married to Sabah, destitute, 2 children. Was a farmer near Alexandria, growing wheat, cotton, millet, &c. I went from Alexandria to Port Said, having received a letter from my brother in Australia, living at Sydney. From Port Said I went to Singapore in an English steamer. I paid 160 francs for my passage to Hongkong, being informed that the passage money from Hongkong to Sydney was not much. In Hongkong my money ran short. After spending 160 francs for self and 160 for wife, I had only 80 francs left. These were spent in this town. The other woman is my sister; she is a Christian, and a widow, her husband having died of cholera at Alexandria. I am a Roman Catholic.

2. Joseph Tie: I was born near Beyroust on the Coast of Syria. I am a farmer; I grew wheat and sugar. I left Beyroust to work as a clerk and went to Port Said, paying 50 francs for my passage. I wished to go to Sydney. A ship chandler's clerk told me to go to Hongkong as passengers were cheap from Hongkong to Sydney. I paid 160 francs for my passage. I want to go to Sydney because many people in Syria say there is plenty of work to be found in Australia. I had three dollars when I landed here. I am married. My wife is in Beyroust. I am a Roman Catholic.

3. Elias: I am a Christian and a farmer. I lived near Beyroust; I am a Syrian. I grew grain, sugar, figs. I wish to go to Sydney and get work. The broker at Port Said told me that the passage from Hongkong to Sydney was three to four dollars. I cannot go because I have no money. They want \$40 to go to Sydney. They cheated me in Port Said. These that had no money, Demetri, the ship chandler's clerk, sent to Australia and those that had money to Hongkong, which was a longer and cheaper route to Sydney. I do not want to go to Port Said because I should have to refund the money I borrowed on security of my three children in Beyroust. Money I must have, for my children have been mortgaged by me; they will have to work off my debts, which I have incurred for my passage money. My sons are 20 years and 15 years respectively. I am absolutely without a cent.

4. Jacob: farmer, 25 years of age, came from Beyroust to Port Said; paid passage to Hongkong, 40 dollars. No money now. Demetri sent me here. He told me I could go to Australia in 4 days from Hongkong. I was cheated. They told me that the ticket would take me to Australia. I had to provide my own food, as well as the others. I borrowed the money in Beyroust. Interest 20 francs per month for 40 dollars—120 per cent. I wish to go to Sydney. I am willing to work.

The verdict in favour of the defendant, given in the action brought the other day in the Third District Civil Court, New York, against Mrs. Langtry by a late member of her company for arrears of salary alleged to be due, was accompanied by a somewhat unusual explanation from the jury. When the verdict was delivered the foreman made the following announcement:—"May it please the court," he said, amid the solemn silence of all present, "I wish to state that we have not been influenced in reaching this verdict by the great beauty of the defendant, nor by the rank she occupies in her profession; but we find for her because she had justice on her side." This assurance created profound satisfaction, but it was surely unnecessary. Justice, it is well known, is blind; and the personal appearance of either plaintiff or defendant is not a consideration that can be supposed to exercise any effect on either judges or jurors in adjudicating on cases brought before them. What would be thought of lawyers who thought it necessary to explain that, in returning an adverse verdict against a plaintiff or defendant of unprepossessing appearance, they were not influenced by the ugliness of the unsuccessful suitor?

From Simla it is reported that the opium crop this season is the best known for years, in Bengal especially, where heavy advances proportional to the output expected are required, but a large increase of revenue from this source is anticipated.

The *Strait Times* is officially informed that although the Government has deemed it advisable to make arrangements for dealing with an outbreak of cholera in Penang, there is no reason to fear that the health of that Port is otherwise than satisfactory. Last week three cases of cholera occurred in one district, but it has been ascertained by telegraph that up to yesterday no more cases were reported in the Settlement.

With reference to the match between the Australian Eleven and the County of Nottingham, commenced on the day of the departure of the last mail, the *Sydney Herald* has the following telegram:—

London, June 13.—The match between the Australian Eleven and the County of Nottingham yesterday. The attendance of spectators was good, and the weather was brilliantly fine throughout the day. The ground was in first-class order, and a capital wicket was pitched. The county team, having won the toss, elected to bat. Though no high scores were made a good stand was effected, the highest score being made by Barnes, who played a good innings for 33, when he was bowled. Shrewsbury was next on the list, with 26 to his credit, caught and bowled. Selley following close with 23, caught. The other members of the team were Watmore, W. Flowers, W. Scotland, A. Shaw, M. Sherwin, W. Wright and Wright, but none made a prolonged stand, the bowling of the visitors being remarkably good. Glieser secured seven wickets for 50 runs, and Flower one for 30. The innings closed for 170. On the Australians going to the wicket Bannerman and M'Donnell speedily retired. Murdoch and Giffen, who took their places, kept up their wickets till the drawing of the stumps, when Murdoch had put together 19 runs, and Giffen 22, the game standing at 44 runs for the loss of two wickets.

NOTES FROM THE METROPOLIS.

(From our Correspondent.)

LONDON, June 10th.

The soundrels who wage the dynamite war against England have but allowed the public indignation and care to take a little, when they give fresh evidence of the powerful means they have at their disposal to keep alive their fancied wrongs. The reward bills of £2,000 for information upon the underground railway outrage are still posted everywhere, the effects of the awful explosion at Victoria are still visible at that fine station, when the full compound is again used against other public buildings. About half past eight on Friday evening last I was in my rooms, within a stone's throw of St. James's Square. Suddenly three tremendous explosions shook the building. On enquiry outside, a little later, I heard that dynamite had been used against the Junior Carlton Club and at Scotland Yard. The choice of the latter spot, the stronghold of the Police, shows the daring risk these Fenian emissaries are willing to venture. Crowds were hurrying towards the scene of the outrage. Fortunately dynamite has not the same disastrous effect as gunpowder, and although some people were injured the actual harm to the buildings was small.

Paris seems to be the stronghold of these dynamite just now and we hear that further attempts from these gentry are to be shortly expected. M. Pasteur has evidently gained the confidence of the French people. Several students and one lady have offered themselves as subjects for his preliminary experiments in the inoculation of hydrophobia. These have so far declined; also it appears that the statement that all persons who have been bitten by mad dogs would be treated at his laboratory is premature. He has been deluged with applications from all parts of the world. M. Pasteur's valuable time just now is entirely occupied, every moment being employed in carefully and minutely watching every phase of the malady of dog patients.

The Highgate Hill Tramway is an accomplished fact. Yesterday, Thursday, it was opened to the public. It is about 2½ of a mile in length and depends on its motive power upon a cable of crucible steel, driven by a stationary engine. The gradients in some parts are as steep as one in twelve. I always anticipated that Lord Cairns would never allow his name to be dragged through the Courts and the love offerings of his son and heir dissipated by every tongue. The case of Finney v. Garmyle has been struck off the cause list and the young lady receives £10,000 in compensation for her blighted hopes and affections. This will keep her very comfortably for the rest of her days and who knows but she may yet secure a coronet. Lord Saverneke, the heir to the Marquisate of Aylbury, has just exposed a ballet girl, so there is every hope yet. There seems quite a rage just now amongst the young bloods of the peerage to be themselves the stars of footlights, marrying in haste, very much to repent at leisure. Two years ago I met him in the country, a good-looking youngster with a passion for sport. At Epsom, on Wednesday last, I almost failed to recognize him, enormously increased in weight, bloated, his good looks gone, in the costume of a coachman of the last century with a very curly wig, a huge coat with portentous buttons and the tightest of trousers. His coach was crowded with a crew whom to know is to avoid, and his lordship was on the most familiar terms with all.

One does not become more and more in love with Bank Holiday as every year those outings become more and more popular. The populace is too much on evidence. We passed through Whit Monday, and two days later the British workman was still under the influence of beer. Certainly the lot of a wife on these occasions is not enviable; if she possesses a tongue she uses it freely, the man cowers under the lash of it; if she is meek and gentle she has the opportunity of showing her devotion by supporting the greater portion of her lord's weight and guiding his tottering steps homeward. The Monday was fine and every form of recreation crowded to the last extreme. There were over 50,000 people at the Health Exhibition. I suppose at South Kensington Station, at 10.30 that night found the roadway and all the approaches surrounded by thousands of people attempting to leave for home by train. I had just been three hours coming by train 14 miles, every service of train, conveyance &c., was similarly out of gear. "Ary and his sweetheart will ride first class, the more in the carriage the merrier. Although one can philosophically bear their strange company when it happens to be necessary, it is with devout thankfulness that it does not occur often." One railway accident near the record of pleasure-making was at Salisbury. Those responsible for the vast number of trains which passed in and out London tonight deserve praise for the absence of any single injury to person.

It was my good fortune this Whit Monday to receive an invitation from a gentleman of coaching fame to take a seat on his West-Orkham coach. The day was perfect, the country in the first flush of summer beauty beyond all description lovely. Possibly many of your readers will remember the Oxford and Caithman Road as one of the most picturesque round London, a real coaching road, give and take all the way to the other side of Oxford. After a long spell of office life I felt quite in sympathy with the holiday makers, almost ready to join in their carol nonsense on the road. But let our cockles behind, and at least twenty miles of road and country to ourselves. Homewards bound, if you would say old England as you best like to think of it abroad, take a seat on the Western or Guildford coach and you will feel a welcome back in every little village the good team rattles you through, for after all rural England is a better thing to look upon than fashionable London.

We are told through the morning papers that the Grand Old Man, divested of hat, coat, collar and waistcoat, with his braces hanging at his side in true workmanlike style, attacked last week at Hawarden a big tree and brought it to the ground amidst the applause of many onlookers. What better record can I give of his recovery? But if he wants to reduce the diminished woods of Hawarden why does he not set the rôle of woodman before admiring crowds, giving to the world particulars of his personal attire, which would suggest a taking cartoon for an advertisement.

Have you ever been to a City Hall? At the Goldsmith's Hall I had my first experience of the hospitality of the City fathers. Everything was done in splendid style, the flowers were a sight to see, the Wardens' diamond collars were dazzling in the extreme, the floor was perfect, dancing was almost unsurpassable, there was a perfect band, and between the dances another band, the Coldstreamers, played the loveliest selections. I found the supper the greatest feature, the gold-plate at the end table made one's mouth water; so did the piled dishes of strawberries. The champagne was undoubted. Cricket events follow each other in such rapid succession, and offer such startling surprises that it is impossible in these brief notes to keep pace with them. The Australians have not come, seen and conquered this year. The fun they established in previous years seems likely, in the face of the good stands made against them, to vanish, and if we can only decently cope with the strangers in the matches the heart of the Britishers will rejoice that the old country can still give a good account of herself. Lawn Tennis is in full swing and more popular than ever. The river promises to be in great favour this year, as we are promised a good old fashioned summer. Every house on the banks is taken, and when some friends of mine found nothing to be got in two villages under six guineas per week, I am inclined to place myself on the signing of a certain agreement in January, when the very name of the river was sufficient to give you the cold shudders.

our comrades were speculating too largely in land. When the case was last before the Court, it was found that no account had been supplied by plaintiffs showing the state of the accounts between the plaintiffs and the compradore up to the time of the agreement. This account was called for. It has now been furnished, and it shows that the compradore had collected from the plaintiffs to the extent of \$12,427.43. Mr. Remedios, plaintiffs' accountant, was examined on this point, and he stated that the account furnished was compiled from the shroff's book. It showed the amount of freight the compradore had collected from 1st February to 26th April 1892, and also the amount of sundries, such as house rent, insurance, on which two months' credit was not allowed, from 1st March, 25th April, 1892. The net balance due to the firm by the compradore on the 26th April was \$12,427.43. In reply to Dr. Ho Kai, Mr. Remedios said the compradore actually received \$41,500 freight money from 1st February up to 25th July. His Lordship then said that the only dispute as to the accounts was settled.

Dr. Ho Kai said that was so. Wong Mui Hoo was then called. He said he was now compradore to the plaintiffs. He had been with them for 24 years. In May, June and up to the 20th July 1892, when the late compradore, Ng Sang, died, he was shroff. From the 1st May to 20th July, 1892, Ng Sang received \$67,927.15 as freight money, \$24,627.70 was due for freight in May, June and July; the remainder was due for freight previous to the 1st May. Mr. Wise then addressed the Court. In the first place he contended that the sum of \$12,000, which the late compradore had collected up to the 25th April, was not due until some later date, in accordance with the custom of allowing two months' credit to the Chinese customers. In the second place he contended that even if it was found to be due at the time, it did not alter the case; and, in support of his contention, he quoted the case of the *Guardians of the Stokes Union v. Strother*, reported in page 84 of 22 Law Times. There Strother became security for a relieving officer who had been indebted to the Union in the sum of £206 at the time the bond was made. Strother was not made acquainted with this fact by the Guardians, and in consequence he alleged fraud on their part. The Court in that case held there might be fraud in not communicating any material fact to a surety, but that the surety was not bound to know a position required that there should be no fraud in not communicating this fact, which was not material. Mr. Wise thought the case cited was on all fours with the present case, and he referred to *Ellis Lordship's* case reported in *Addition*, page 869, 7th edition, and also to the case of *Phillips v. Foxhall*, reported at page 666, in *9 Queen's Bench Law Reports*. He said no misrepresentation had been made, and the plaintiffs had signed and sealed what they did not know. They did not imagine their compradore was indebted to them at that time. Besides he thought defendant, who was a business man and knew all about the kind of transaction, must have known that the compradore would have some money in hand.

Dr. Ho Kai called no witnesses. In reply to Mr. Wise's argument that the \$12,000 collected by Ng Sang by the 26th April was not due until two months later, he called his Lordship's attention to the fact that although the case was referred to *Ellis Lordship's* case reported in *Addition*, page 869, 7th edition, and also to the case of *Phillips v. Foxhall*, reported at page 666, in *9 Queen's Bench Law Reports*. He said no misrepresentation had been made, and the plaintiffs had signed and sealed what they did not know. They did not imagine their compradore was indebted to them at that time. Besides he thought defendant, who was a business man and knew all about the kind of transaction, must have known that the compradore would have some money in hand.

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CORRESPONDENCE.

To the Editor of the "CHINA MAIL,"
Hongkong, July 16.
Sir,—It is singular what ideas the Chinese themselves have of the situation. One with whom I spoke declared with all the vehemence of his soul, that China will never pay the £20,000,000 to France; another would rather see France occupy a part of Chinese territory than secure any indemnity. Another denied the French and would give neither territory nor money, others still are ready to take up arms not only against the French, but against all the foreigners. No doubt the general feeling of the Chinese is rising in Canton and elsewhere, and many of the people mean what they say. Word has just come to hand, that considerable excitement prevails in the Kowloon district, where the Rev. Mr. Leitch's year ago attempt to obtain a site for a missionary chapel. The ground was secured, but the mandarin has stubbornly refused the *Dale Mission* permission to build a chapel, declaring that foreigners had a right of travel in China, but no right to build houses. Some of the native Christians were obliged to sue on account of persecution.

In another locality a foreign missionary was obliged to flee in order to escape Chinese atrocities. While this is going on in some regions are perfectly quiet, and treat the travelling missionary or colporteur with deference and even politeness. Still there is an ominous cloud above us, and whether it really means war or not, we can only wait to see, hoping that the result will be for the greatest good to the greatest number. INOCENTINO.

Canton.
(From a Correspondent.)
Tuesday.
The authorities have put out proclamations calling upon the workmen in jade stone and ivory to conduct themselves in accordance with the laws of the Great Qing dynasty. If they refuse to do they are informed in official language that it will be worse for them. Reference is made in the proclamations to the excitement and disturbance that transpired when the Imperial Commissioner Pang arrived and also to the fact that now, on the arrival of the New Viceroy, similar dispositions are manifested. The people are exhorted to take no notice of the various rumours that are afloat and the sale of fly-sheets in the streets is forbidden.

Pang Man Hin, who was appointed to watch the Logan trial on behalf of the Chinese, has been reported to the throne as incompetent. Kung Yik To is reported to have been guilty of embezzling money which ought to have been paid to the soldiers. It is said that he has been reported to the Emperor, but this case is at present a mere rumour.

Notwithstanding proclamations fly-sheets are being sold in the streets stating that the censors for the eighteen provinces have impeached Li Hung-chang. He is said to be guilty of treachery towards his country and the censor wish to hold him responsible that in future no trouble shall arise between France and China. In view of the Langson affair Li Hung-chang will be too sharp to fall into the trap. In the meantime if such news be true the situation is very grave.

Swatow.

I hear that the agents, captains, and owners of British steamers here contemplate petitioning the authorities for permission to carry passengers on the upper decks, in order to compete with German-owned steamers chartered by British subjects, who are able to run their ships more cheaply under the present arrangements.—N. O. D. News.

Tientsin.

Tientsin, July 7th, 1894.
The Northern China Squadron left Chefoo last Thursday for here; four are at Taku, four at Pei Tang; the two cruisers are supposed to have gone to Korea, and Captain Lang directed his officers to leave all their valuables at Chefoo, as they may have to return thither in junk. Why, Captain Lang no doubt knows. Our friends at Taku have christened it the "Flying Squadron."

At Taku the south wall of the North Fort, through the rain and the wash of the river, fell down, through which the whole of the wall is in a rickety state; how well built to keep off the French!

They are busy at the South Fort putting together the raft of heavy timber through which each of the French gun-boats is chained, this raft is about 700 feet long and reaches from the South Fort across the river to the North Fort, each end is to be fastened on six large piles driven in on the banks, under the raft are to be placed torpedoes to prevent the French from passing the North Fort. They are again laying torpedoes from the Black Flag inward.

It appears that Pan Ting-hing, the new Governor of Kwang Si, learned that the French were preparing to occupy Langhsang, he telegraphed to know if the French prevent them from receiving a reply telling him to do so, and H. E. Li Hung-chang says he holds a dispatch and a telegram from Pan Ting-hing saying that he defeated the French on the 23rd and 24th June. Admiral Lespès, it is said, sent the *Velle* with his aide-de-camp to E. E. to know if H. E. intended to abide by the late Treaty. H. E. replied, "Certainly." But what asked why the Chinese troops attacked the French, he replied that the French troops attacked him and that therefore France has broken that treaty. According to the Chinese point of view in this matter, it appears that on the 20th ult., the Chinese had to be out of Tientsin; they were in a pass through which the French troops had to go in order to get to Lang Son, and could do so only by passing through those Chinese troops, or driving them back. He did not soil the Chinese, therefore to reach the destination to which they were marching the French attacked the Chinese, they say. Her Majesty sent, the day before yesterday, a very stiff letter to Li Hung-chang, she had given him full powers to conclude the French matter, and he is sorry at how he has treated it and the present result, and wants to know why the French and the Chinese of that treaty is not the same. H. E. Li, not knowing French, appears to lay the blame on his interpreters, Messrs. Dargatzis and Ma Kien-tung. No wonder the latter, a few days ago, is said to have declined to be the C.M.S.N. Co's manager; Tsai Wei, of this, is to be his successor.

The telegraph from here to Shan Hai Kwan is broken. The Chinese telegraph and the Seventh Prince are expected here from Peking.—*Mercury*.

MURDER AT SHANGHAI.

A fearful tragedy took place this morning (July 11th) at about 10.30 in Malley Street, off Woosung Road, Hongkong. It appears that two Malay seamen, both natives of Java, named Abboo and Katchong, both lately discharged from the British barque *Mary Shaw*, on board which vessel they were quartermasters, were gambling for cash. After playing some time they lost off, as one accused the other of cheating. They left the house quarrelling, and on coming into the street their quarrel became more vehement. Katchong accused Abboo of being a swindler, at which the latter immediately pulled out a sailing knife and stabbed the former in several places on the chest. The first two cuts were in the shoulder-blade, the third was under the shoulder-blade, another cut was across the head. Two Malay seamen happened to be near, one of whom managed to knock the knife out of Abboo's hand with a bamboo. Katchong was immediately carried to the Hong Kong Police Station, but on arriving there life was extinct. The body was taken thence to the Hospital, where medical attendance was called, but of course nothing could be done. Constables Rose and Eddie of the Hong Kong Station were at once ordered to search for the murderer, and he was found in the very spot he committed the bloody deed. He surrendered himself without any trouble, and was taken to the Hong Kong Police Station. The murderer is 42 years old. He was taken before Mr.

Rhein, acting for Consul for the Netherlands, this afternoon, and a preliminary examination took place, further enquiry having been postponed till Tuesday, when Mr. Jantzen, Consul for the Netherlands, is expected back from Hankow. The body of the deceased, who is about 50 years of age, was taken to the Shantung Road Cemetery. A post mortem examination on the body of deceased was held this afternoon before Drs. Henderson, Zandbergen, and Macdonald. We learn that death was caused by a cut some four inches long and of the same depth, the knife entering the left shoulder-blade, cutting a main artery and entering the lung.—*Shanghai Mercury*.

FREIGHTS.

Messrs. Steel & Lammer's Freight Circular for the Mail of Thursday, July 17th, says:—

The volume of business transacted during the past fortnight has been considerably in excess of that of the preceding one, although the rates paid all round are still exceedingly low. In fact of the more than ever threatening aspect of war between France and China the market is not likely to show any more strength and no improvement can be expected before the hostilities are over.

However, for the Southern ports a vessel has been settled for New York at a figure which is hardly much above 20 per ton of 40 cubic feet; there has been no demand in other directions, the berth for London and Continental ports being still unoccupied. From the Philippines to the States one ship has been chartered at Gold \$7.50 all dry Sugar, or equivalent rates for a mixed cargo, but a slight improvement is noticeable since Gold \$8 would now be granted.

Coastwise, there has been some little demand for sailors for the Southern ports and a few charters have been effected as stated below. Saigon rates have fallen off again and during the latter part of the fortnight there have been no fresh settlements owing to a great scarcity of Rice at Saigon; quotations are at present very nominal. The British barque *Alcega* proceeds to Shanghai to take the berth for London and the Italian barque *Union* has been ordered to Moulmein.

The disengaged tonnage in port amounts to 21 vessels, registering 10,774 tons, 20,000 tons not included.

The following are the settlements:—

American ship *El Capitan*, 1410, to New York; private.
American ship *W. Wood*, 1000, to Victoria; private.
German barque *Schiller*, 1277, 1 port Philippines to New York or Boston; private.
Norwegian barque *Hago & Otto*, 370, Whampoa to Tientsin, \$1,875; 22 day days.
German barque *Elise*, 924, Nagasaki to Hongkong, \$1.60 per ton; 25 day days.
British barque *Lady Harwood*, 382, Quinhon to Hongkong, \$1,600; 30 day days.
British barque *Alice Muir*, 478, Quinhon to Hongkong, \$1,700; 30 day days.
German barque *Adels*, 1183, Mantung to Hongkong, \$3,000; 40 day days.
British steamer *Alcega*, 347, to Saigon and back, \$3,700; 14 day days. Saigon to Hongkong (re-charter), 104 cents per ton; 7 day days.
British steamer *Ascalon*, 1623, Saigon to Hongkong, 11 cents per ton; 12 day days.
British steamer *Victoria*, 1531, Saigon to Hongkong, \$5,250; 11 day days. Saigon to Hongkong (re-charter), \$5,450; 11 day days.
British steamer *Ocean*, 1030, to Saigon and back, \$4,000; 10 day days.
British steamer *Alcega*, 370, to Saigon and back, \$4,050; 14 day days.
British steamer *Centaurus*, 280, Saigon to 1 port Philippines, 25 cents per ton; 12 day days.
British steamer *Amoy*, 614, Newchwang to Canton, 20 cents per ton; 10 day days.
German steamer *Alcega*, 738, Canton to Chefoo & back via Newchwang, \$4,600; 11 day days.
German steamer *Fidello*, 852, to Quanghai, Tientsin & back via Quanghai, \$4,250; 14 day days.
British steamer *Atoll*, 1033, Mantung to Hongkong via Macao, \$3,900; 11 day days.
British steamer *Cairngorm*, 1160, Kuching to Hongkong, \$1.60 per ton.
German steamer *Elise*, 971, Monthly charter, \$ to 6 months; \$5,000 per month.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JULY 15.

Station.	Barometer at sea level, reduced to 32° F.	Thermometer, Fahrenheit.	Wind.	Force.	Weather.	Remarks.
Manila.	29.78 81.3	SW	3	o	—	—
Hongkong.	29.65 80.3	WNW	1	o	—	—
Amoy.	29.65 80.3	S	2	o	—	—
Pechow.	29.67 80.6	SW	3	o	—	—
Shanghai.	29.68 79.7	ESE	2	o	—	—
Nagasaki.	29.64	—	—	—	—	—
Wlcock.	29.70 77.7	E	2	o	—	—

Hongkong Observatory, July 16.

AT 10 A.M.—JULY 16.

Station.	Barometer at sea level, reduced to 32° F.	Thermometer, Fahrenheit.	Wind.	Force.	Weather.	Remarks.
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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERIAN,
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ROSETTA, Captain G. W. BRADY, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
THURSDAY, the 17th July, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

For further Particulars, regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

N.B.—This Steamship takes Cargo and Pas-
sengers for MARSEILLES.

A. MOYER, Superintendant.
Hongkong, July 7, 1884. 1117

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
NEW YORK will be despatched for
San Francisco, via Yokohama, on WED-
NESDAY, the 23rd instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and other Ports.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
America, and South America, by the Company's
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RETURN PASSAGES. Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Return Pass-
age Orders, available for one year, will
be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. on the 23rd instant. Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Offices in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information, as to Passage
and Freight, apply to the Agency of the
Company, No. 55, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, July 2, 1884. 1006

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON AND ANTWERP.

ON THURSDAY, the 24th July,
1884, at Noon, the Company's S.S.
IRAOULAY, Commandant PASQUAZZI,
will LEAVE FOR SINGAPORE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
Principal ports of Europe.

Shipping Orders will be granted until
Noon of 23rd July, 1884.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 23rd July, 1884. (Parcels are not to
be sent on board; they must be left at
the Agent's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
I. MARTIN,
Acting Agent.
Hongkong, July 11, 1884. 1132

NEWS FOR HOME.

The *Overland China Mail*.
(The *Overland Mail* Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE
IN THIS FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Issue is chiefly compiled from
the *Daily China Mail*, is published
twice a month on the morning of the
English Mail's departure, and is a full
record of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$12.50.)

Orders should be sent to Geo. Munro &
Bain, China Mail Office, 2, Wyndham
Street, not later than noon of the day the
English Mail steamer leaves.

Terms of Advertising, same as in *Daily
China Mail*.

Intimations.

NOTICE OF REMOVAL.

ON and after the First June next, the
STORE of the Undersigned will be
REMOVED to the Premises lately in the
occupation of Messrs. R. da Silva & Co.,
No. 48, Queen's Road.

H. FOURNIER & Co.,
Stockkeepers & Wine Merchants.
Hongkong, May 1, 1884. 737

"SULPHOLINE LOTION."
AN External Means of CURE FOR SKIN
DISEASES. There is scarcely any
eruption but will yield to "Sulpholine" in a
few days, and commence to fade away, even
if it seems past cure. Ordinary pimples,
redness, blotches, scurf, roughness, vanish
as if by magic; whilst old, enduring skin
diseases, that have plagued the sufferers
for years, however deeply rooted they may
be, "Sulpholine" will successfully attack
them. It destroys the animalcules which
cause these unsightly, irritable, painful
affections, and always produces a clear,
healthy, natural condition of the skin.

"Sulpholine" Lotion is sold by all Chem-
ists. Bottles, 2s. 6d. Made only by J.
Fournier & Co., London.

LIVER COMPLAINTS.
DR. KING'S DANDELION AND RHEUMATISM
PILLS (without Mercury).
THE BEST REMEDY FOR BILIOUSNESS,
NERVOUS STOMACH DISEASES, HEADACHE,
FLATULENCE, PAINS BETWEEN THE
SHOULDERS, BAD APPETITE, INDI-
GESTION, ACIDITY, BILIOUS COLIC,
HEMORRHOIDS, and all other symptoms of
disordered liver and dyspepsia. Acknow-
ledged by many eminent surgeons to be the
safest and mildest pills for every constitution.
In boxes, at 1s. 10d., 2s. 6d., and
4s. 6d. Sold by Chemists throughout the
world.

PEPPER'S QUININE & IRON TONIC
ROUSES and develops the nervous en-
ergy, gives, cures the blood, promotes
appetite, dispels languor and depression, for-
tifies the digestive organs. Is a specific
remedy for neuralgia, indigestion, fevers,
chest affections, and in wasting diseases,
nerfous tendencies, &c. The whole
system is greatly invigorated by Pepper's
Tonic, the mental faculties brightened, the
constitution greatly strengthened, and a re-
turn to robust health certain. Bottles, 2s.
doses, 4s. 6d. Sold by Chemists every-
where. Made only by J. PEPPE & Co.,
London.

TARAXACUM & PODOPHYLLIN.
THIS fluid combination, extracted from
medicinal roots, is now used instead
of blue pill and is a powerful remedy for
dyspepsia, biliousness, and all symptoms of
congestion of the liver, which are generally
pain beneath the shoulders, headache,
drowsiness, no appetite, furred tongue, dis-
agreeable taste in the morning, giddiness,
disturbance of the stomach, and feeling of
general depression. It is the safest medi-
cine. Taraxacum and Podophyllin is a
fluid made only by J. PEPPE & Co., Bedford
Laboratory, London, whose name is on
every label. Bottles, 2s. 6d. Sold by all
Chemists.

LOCKYER'S SULPHUR HAIR
RESTORER
WILL darken grey hair, and in a few
days completely bring back the nat-
ural color. The effect is superior to that
produced by a direct dye, and does not
injure the skin. Large bottles, 1s. 6d.
Lockyer's is equal to the most expensive
hair restorer.

LOCKYER'S SULPHUR HAIR
RESTORER
IS the best for restoring grey hair to its
former color. It produces a perfectly
natural shade, and is quite harmless. Val-
uable for restoring grey hair, and restoring
growth of new hair. Sold every-
where. 1s. 6d. 2s. 6d. 4s. 6d.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, or
Goods on board Vessels and on Hauls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.
THIS Review, which was founded to meet
the wants of many students of Chinese
culture by the discontinuance of "Notes and
Queries on China and Japan," has reached
its Twelfth Volume. The Review discusses
those topics which are important in the
study of the Far East, and about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
Papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
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